100 Pac Coast ...

100 Quickstiver.

120 Pres Stl Car 38

1000 Reading ip 5714

690 Rep Steel p. 55 1110 St L & S W 134

2480 St L&S Wp 30%

SYSTEM SHOWN TO BE IN FINE CON-DITION AT PRESENT. Increased Earnings Enabled the Management to Expend Large Sums for Betterments -- Indications Are There Will Be a Further

Increase of Business in the Coming Year President O. D. Ashley of the Wabash Railroad submitted a detailed report of the operation of that system for the year ended on June 30, 1900, at the annual meeting of the stockholders yesterday. This report showed greatly increased trame and explained the policy of management in expending large sums for betterments instead of distributing the increased earnings in dividends.

The financial condition of the company is substantially the same as at the close of the last fiscal year, except so far as the engagements for new rolling stock have added or will add to its obligations. There is no floating debt as represented by borrowed money. President

"The policy of the Board of Directors de- mands the completion of plans for bringing the physical condition of the Wabash railway system up to the standard of first-class lines and to provide rolling stock adequate to meet the requirements of a constantly increasing traffic. Inability to comply with these demands will diminish the competing power of our lines in the ratio of the dediciency. Hence the necessity of large expenditures to meet up-to-date conditions, not only in roadbed and track, but in equipment. Under these circumstances, the Board of Directors has not hesitated to authorize liberal outlays from earnings to enable the lines of the Wabash to compete with other first-class systems. The proposition, reduced to its most simple form, presented the alternative of losing instead of gaining traffic, if the requirements of shippers could not be met. Considering it vital, therefore, to the interests of the company the orders for new hox cars and coal cars have been largely increased and are now in the course of delivery. Reference to Vice-President Ramsey's report will develop the striking fact that during the pressure of traffic in the past fiscal year a daily shortage of 1,500 cars has been a common occurrence.

Following is a comparative statement of and to provide rolling stock adequate to meet

been a common occurrence.
Following is a comparative statement of the earnings and expenses of the Wabash system for the year ended June 30. Gross carns \$16.440,990 \$14.393,974 \$2.047.016

| Oper. expenses | 11,947,417 | 10,411,474 | 1.535.94 |
|----------------------------|--------------------------|--------------------------|-------------------|
| Net carn'gs. | \$4.493.573 557.327 | \$3,982,500 567,163 | \$511,07 16 |
| Balance Miscel recpts. | \$3,926,246 269,614 | \$3,415,337 185,032 | \$510.90 84.58 |
| Totaline | \$4.195.860 767.747 | \$5,600,369 760,937 | \$595.49 6.81 |
| Balance Int. on bonds. | \$5.428,113 2.715,806 | \$2,839,432 2,691,495 | \$588,68 24,31 |
| Balance Div. deb. A bds | \$712,307 210,000 | \$147,937 | \$554.37 |
| Surplus | \$502,807 | \$147.957 | \$354,87 |
| and other | 2 92, 208 | 1 - 41 - 52 - 53 | 292,20 |
| F Pinal surni's | \$210,000 | \$147,957 | \$62,16 |

Payments for the large amount of new rolling stock recently ordered will be made out of the company's earnings in monthly installments extending over the ensuing six years. A series of tables is given in the annual report showing the mileage statistics of the system for twenty years. Commenting on these figures, President Ashley says:

years. Commenting on these names, Ashley says:

A careful study of these tables will show that A careful study of these tables will show the notwithstanding the discouraging features railway traffic, incidental to constantly decling rates and more aggressive competition, it whosh company has not only held its own, by fairly gaining in its efforts to solve the transportation, problem. A feat least to solve the transportation, problem. is fairly gaining in its clients to solve in the ratio portation problem. A fact bearing upon the economical handling of freight is made impressive by a comparison of the average load per car and per train. The table shows that from 11.08 tons per car in 1890 the average increased to 16.07 tons per car in 1890 the average train loads increased from 179.40 tons in 1890 to 291.02 tons in 1900. This forcibly illustrates the divastraces, gained by discarding the small advantages gained by discarding the small freight cars formerly in use for those of larger capacity, and also demonstrates the value of the more powerful engines recently added to

Our motive power. Ramsay says: "While the gross earnings were large for the year just ended the current year promises a good increase. Rates are better maintained and are slightly higher than a year ago. The crops tributary to to the Wabash system are large."

FIRE SET IN BLAKESLEE BUILDING? Caretaker Discovers a Lighted Candle Wrapped in Paper Among Old Rafters.

The police of the West Thirtieth street station are investigating what may have been an attempt on Monday night to set fire to the fourstory building at Thirty-fourth street and Fifth leries. A previous fire in the building on July 2 caused \$50,000 damage, principally to the pictures it contained. Since the fire the building has been left at night in charge of Caroline pictures it contained. Since the fire the building has been left at night in charge of Caroline Johnson, an aged colored woman who sleeps on the third floor. About 10 o'clock on Monday night the caretaker smelled smoke and traced it to the cellar. There, among some broken rafters, she found a candle burning. The candle was wrapped in paper, but the flame had not quite reached it. Mr. Blakeslee was in the country on Monday and the woman sent for him. Upon arriving here he notified the police.

Mr. Blakeslee said yesterday that he did not think the candle had been left there by an incendiary. In his opinion it had been left by some plumbers who have been working in the place since the fire. The Johnson woman, however, told the police that the plumbers did not visit the house on Monday at all and that no one was in the cellar that day to her knowledge. The candle was of the size used in coaches. The paper might have been wrapped around it, Mr. Blakeslee thinks, so that it would stand up better.

Mr. Blakeslee was in Europe when the fire occurred in July. On his return he moved all the paintings that were not destroyed to a storage warehouse, where they have been ever since. His own building is under repair and only the basement is occupied at present.

Last winter several disastrous fires occurred in art galleries in the neighborhood. They were thought to have been due to carelessness. Mr. Blakeslee told the police that there was no one he could suspect of wishing to burn the house.

BETTER CASE AGAINST SCHARN.

Refuses to Tell What Evidence He Has. Assistant District Attorney Daniel O'Reilly received yesterday from Inspector Harley a communication relating to the Scharn case containing statements from several persons whom the police have lately discovered and who, it is said, have given new evidence against the dead girl's brother, now in the Tombs

who, it is said, have given new evidence against the dead girl's brother, now in the Tombs. Mr. O'Reilly refused to state what this evidence consisted of or to tell the names of the persons who had made the statements. He said they tended still more ito noriminate Scharn, despite the alibi set up by the latter.

The police have asked for more time in which to pursue their investigations and the inquest in the case, which was to have been held on Friday, will not now take place till a week later, according to acting District Attorney Melntyre. Inspector Harley refused yesterday to divulge the new evidence said to have been discovered by his men. He said, however, that nothing had been found to cause him to abandon the theory he and his men had that Scharn had committed the crime.

The statement made by a neighbor, Mrs. Burdette, that the portieres from the Scharn fat were pulled in from the clothesline soon after noon the police lay considerable stress upon. Inspector Harley said yesterday that Mrs. Burdette was more reliable than other persons who have made conflicting statements about the portieres, and her statement strengthened the theory that the girl was killed in the afternoon. Any new evidence that he has, Inspector Harley says, he will not reveal till the Coroner's liquest is held.

STOLE A PAIR OF SHOES A DAY. This Bootblack's Business Was Profitable While It Lasted.

Joseph Thompson, 22 years old, a bootblack employed by James McCullagh, a shoe dealer at 431 Fulton street. Brooklyn, was before Magistrate pristow in the Adams street police court yesterday, charged with larceny. For the last two months McCullagh has been losing clast two months McCullagh has been losing yes from his stock. On Tuesday afternoon detected Thompson secreting a pair of shoes der his coat and watched him while he went o the cellar and placed them in a hole which had burrowed. McCullagh afterward re-tted the matter to the police and when taken o custody Thompson admitted committing oth fits. He said he had managed to steal a ir of shoes each day and during the time he d been employed in the store he had taken-reral hundred pairs.

had been employed in the store he had taken several hundred pairs.

He said he sold the shoes to Abraham and David Nobinsky of 192 Myrtie avenue, receiving \$1 a pair for them. In consequence of this confession, the Nobinskys were arrested and held for trial on the charge of receiving stolen goods. Thompson pleaded guilty to the charge of larceny and was held for trial in the Court of Special Sersions.

ALL OUT OF RAW SUGAR. Rig Refineries in Philadelphia May Have to

Shut Down for a Few Days. PHILADELPHIA, Aug. 29. - From the presen outlook all the sugar refineries in this city will lose down on Friday and remain closed until Tuesday or later, owing to the inadequate supply of raw material. The McCahan refinery already closes, and its President, William J. McCahan, admits that the company is out of raw sugar. From the most authentic source it is learned that only 50,000 tons of raw material are in sight, whereas a year ago the trust was melting 55,000 tons a week, and up to the present have kept up the standard to from 33,000 to 35,000 tons a week. One of the best authorities on the condition of the sugar market in this city said:

"The McCahan refinery has some sugar coming, but it is not known just when it will rrive. I am morally certain, although Mr McCahan and his business associates do not acknowledge it, that they have an understanding with the trust managers, and I venture to say that if he went to them for a quantity of sugar stock for his meltings that he would get it, unless there were good reasons why such arrangement were impracticable at that par-

"The market statistical figures show that today there are no stocks of raw sugar in importers hands in New York or elsewhere, while a year ago there were 38,000 tons on hand at this time and the year before that 31,000 tons."

LESS DEMAND FOR SILVER DOLLARS. Southern Drafts on the Sub-Treasury for Coin

Much Smaller Than Usual. For many years it has been the custom of local banks throughout the South and the Southwest to draw heavily on the United States Sub-Treasury in Newport each summer and fall for silver dollars for the use of cotton planters. The negroes, it is said, have heretofore manifested a preference for "hard money" when collecting their wages. In recent years the average amounts in silver coin sent from New York into the cotton growing districts of the South and the Southwest have been beof the South and the Southwest have been between \$750,000 and \$800,000 yearly, and in some
instances have aggregated \$1,000,000.

The demand for silver dollars for use in the
South has fallen off greatly this year. Within
the past two weeks the drafts on the Sub-Treasury in this city from Southern banks for silver
coin have aggregated about \$100,000. As the
cotton harvest progresses it is expected that
considerable more silver will be required by
the planters, but there is no indication that
the total demand will approximate the average
of the past few years.

the total demand will approximate the average of the past few years.

The demand for currency from the South and West, which in past years has been a heavy drain on New York supplies during the summer and fall, is now much less than ever before. This fact is attributed by the Sub-Treasury officials chiefly to the increased reserves of the Southern and Western banks. Southern and Western farmers are now accommodated by their local banks to a large extent with funds which have not been able to find profitable investment in the East owing, to the prevailing low rates of interest.

NEBRASKA'S ANTI-TRUST SUIT. Hearing Here Adjourned Because Mr. Rockefeller Is Not in Town.

Attorney-General C. J. Smyth of Nebraska, who is taking evidence in proceedings brought the Standard Oil Company, announced that the hearing set for yesterday had been ado secure the attendance of essential witnesses. He wanted to examine John D. Rockefeller He wanted to examine John D. Reckeleier and other men active in the affairs of the company, but found that they had not returned to town yet. He said that he desired to prove that the Standard Oil Company of Illinois, which has been doing business in Nebraska, is part of an organization of similar companies, and that they constitute a trust, which has no right to do business under the laws of Nebraska.

ho right to braska,

Mr. Smyth said that he will return to this city on S sot. 3, and may then be able to say when the inquiry will be resumed, as well as proceedings be brought by Nebraska for about \$625,000 in a controversy arising out of freight rates against the Union Pacific Railroad Company.

Buffalo, Rochester and Pittsburg's Future An advance of three points in the price of the shares of the Buffalo, Rochester and Pittsburg Railroad in the Stock Exchange yesterday revived the rumors that the Vanderbilt-Pennsylvania combination was negotiating for the control of that property. Circum-stances favor belief in these rumors, for the Rochester and Pittsburg is in a position where its antagonism might seriously annoy the New York Central and the Pennsylvania interests. The Vanderbilts would probably have purchased this subordinate railroad several months ago had not the majority stockholders put a stiff price on their shares.

Wall Street Notes.

James Speyer, head of the banking house of Speyer & Co., returned from a visit abroad on the steamship Oceanic yesterday. He on the steamship Oceanic yesterday. He spent an hour or so at his office in Broad street during the afternoon, but said that as yet he had no comments to make on the financial and railroad situation.

A committee of thirty members of the New York Cotton Exchange, headed by President S T. Hubbard, was appointed yesterday to attend the funeral of Samuel Sondheim, an ex-member of the Board of Managers, who died suddenly in the Thousand Islands last Tuesday.

Eastern representatives of the principal Western railroads say that reports of the failure of the Presidents' rate agreement have been exaggerated. These officers contend that in the main the agreement is effective and is saving the railroad companies a large amount of noney. The only trouble, it is alleged, is in the inability of the traffic managers of the lines in the St. Paul, tertifiery to agree mean companies. the St. Paul territory to agree upon certain matters of detail. It is expected that when the Presidents again assemble in this city next month all differences will be harmonized.

Ticket Scalpers Invade Chicago.

More than one hundred railroad ticket scalpers from all over the country are now in Chicago seeking to profit by the fact that several thouseeking to profit by the fact that several thou-sand Grand Army excursion tickets have been issued at reduced rates. The return portion of these tickets will be good for several days and it is expected that a large proportion of them will be thrown on the market. The resident ticket brokers of Chicago are up in arms against what they t-rm an "unwarrantable invasion" of their territory.

Boston and Maine Gets Fitchburg Funds. The annual report of the financial condition of the Fitchburg Railroad, just issued, shows that after paying all charges that company has turned its final surplus of \$1,497,776, amounting to something over 2 per cent, on the capital stock, over to the Boston & Maine Railroad Company which has leased the Fitchburg in perpetuity. This disposition of the surplus funds is in accordance with the terms of the

Increased Coal Tonnage on Western Roads. While shipments of general freight have been alling off on the principal Western railroads within the past two weeks, there has been a noiceable increase in the quantity of coal carried ticeable increase in the quantity of coal carried into the manufacturing districts in Indiana and Illinois. Recent inquiry discloses that many of the Western manufacturers are stocking up largely with coal for fear that the supply of natural gas which they now use as fuel will give out before the winter is over.

Southern Pacific's Galveston Wharves.

Semi-official announcement is made that one section of the Southern Pacific Railroad's new wharves in Galveston, Tex., will be completed wharves in Garveston, Tex., will be completed by Sept. 15. Vessels of the Morgan Steamship line will begin plying between New York and Galveston about that time. It is claimed by Southern Pacific men that the time on transcon-tinental treight will be reduced fully twenty-four hours by this new Galveston route.

Freight Traffic Changes on the Erie. An additional step in the consolidation of the

reight traffic department of the Erie Railroad has been taken in the appointment of H. B. Chamberiain as freight traffic manager of all Erie lines east of Buffalo and Salamanca, in place of Frank Harriott resigned. Mr. Cham-beriain also takes the place of Mr. Harriott as freight traffic manager of the New York, Sus-quebanna and Western Railroad.

Northern Pacific Cancels Orders for Cars. The Northern Pacific Railroad management has countermanded orders recently issued for \$250,000 worth of new freight cars. The partial failure of the whole crop in Northern Pacific territory is the real in assigned for this action.

FINANCIAL AND COMMERCIAL.

WEDNESDAY, Aug. 29. The feature of to-day's stock market was a oderate revival of interest in the iron and steel stocks. This was most pronounced to American Steel and Wire common, which enjoyed a net advance of 2% points. The buying of it was chiefly by brokers who at various times are known to have transacted business for the former President of the company. That individual is on his way home from Europe, and the theory of the speculation in the stock with which he is identified appears to be that he is likely to bring home some favorable news regarding larger sales of American iron and steel products abroad, or that he may take hold of the stock in a speculative way, as he has frequently done before. The issues of other iron and steel companies were dealt in to the extent of only a few thousand shares each, but nearly every one of them losed a point or more higher than last night The perceptible improvement in the iron and steel industry forms a more substantial basis for higher prices for the shares of the companies engaged in the business than theories as to the possible operations of a single specu-

There was a fair amount of trading in Sugar Refining, Atchison preferred, Union Pacific and Brooklyn Rapid Transit, and, owing to the emparatively small supply of stock in sight, they were advanced to an extent that made the average improvement nearly 1 per cent. For the reason just noted nearly the entire list moved in sympathy with the stocks that received special attention. The news having a bearing upon values included the Wabash annual report, a synopsis of which is printed in an adjoining column, and the monthly statement of earnings of the St. Paul system, which will be found further on in this column. The ease with which prices advanced will doubtless encourage further aggressive operations by professional traders who are committed to the long side of the market, but as soon as they have succeeded in driving out the short interest, the chances are that the demand for stocks will be practically exhausted. The entire movement can reasonably be attributed to a desire on the part of the short interest to reduce the volume of its contracts because of the near approach to a triple holiday. The closing was strong and in the main at the highest prices.

New York Stock Exchange-Sales Ang. 29. UNITED STATES AND STATE BONDS (IN \$1000s)

| CLOSING PRICE | S OF U | NITED STATES BO | DNDS. |
|------------------|--------|-----------------|--------|
| BIL | Asked. | Bid. | Asked. |
| U S 2s. r. | | U S 4s. r. | |
| 1930 103% | 104% | 1925 134 | 134% |
| U S 28, | | U S 4s. c. | |
| 1930 103% | 104% | 1925 134 | 134% |
| U S 3s, r. 1908, | | U S 55, r. | |
| 1918109 | 110 | 1904 112% | 113% |
| U S 3s, c, 1908 | | U S 55, G | |
| 1918 109 | 110 | 1904 1 1 2% | 113% |
| U S 48, t, | | U S 3-65s. r. | |
| 1907 115 | 115% | 1924 DC 1 2 2 | |
| U S 4% G | | | |
| 1907 1 1 5 | 115% | | |

| 1 | *************************************** | | |
|---|--|--|--|
| 1 | RAILRO | AD AND OTHER | BONDS. |
| | Am Cotton Oil 8s | Erie prior lien 4s | Reading ren 4 |
| ı | Am Tobacco scrip | 4500088 Ev & T H gm 58 500010714 500010714 | 2000 87 24000 87 6000 87 20000 87 |
| Ì | 18000 100 | 5000 10714 | 2000087 |
| ı | 400010014 100010014 2700010014 | Luni or Lete wert. | MIO OTABLE W |
| 1 | 27000 100% | 25000 1054 | South Kallway |
| 1 | 15000 101 500 1014 At T & S F & 45 10000 8514 | Ft Worth & Dist | 10000 108 |
| 1 | At T & S F A 45 | 1000 7212 Gal H & San Ant | St L & Iron M 5 |
| 1 | 10000 8514 | Mex & Pac 1st | St L & S West1: 27000 90 |
| I | 5000 9 414 | 3000 99 Hock V & T 415 | |
| ١ | Palto & Ohio 4s | Hock V & T 4145 | 5000901 11000901 St L &S West 2 |
| 1 | 10000 100 | 10000 9 9 % 3000 9 9 % Internat Paper6s 1000 1 0 5 % Kan City So 3s | St L AS West 2 |
| ١ | 1000 9 934 1000 1 0 0 Bkn Un Gas 1st | Internat Paperes | 10000 62 |
| 1 | 13000 1 1 6 | Kan City So as | 2000062 |
| ١ | Brunswick 3144 | 63000 65 Leh& Wilkes4148 | 5000 62 |
| | 2000 874 Bur C R & N con | 2000 10 114 | 4000 62 |
| 1 | registered 5000 1 1 7 14 | 1000 127 | St P & Duluth |
| 1 | Canada South 1st | Mex Cent 1st inc | St P M & M Da |
| ١ | Cent Pacific 1st | Mobile & Ohio 48 | 10000 62 4000 62 St P & Duluth 2000 113 St P M & M Da 7000 119 Texas & Pac 2 1000 55 Texas & N O & 7000 102 |
| 1 | 3000 9814 Cen Ry Ga 1st in | 5000 86 | 1000 55 |
| ١ | 3000 4416 | 2000 684 | 7000 102 |
| 1 | 49000 44 | Mo Kan & Tex4s | 7000102 6000102 Union Pacific 1000105 |
| ١ | 15000 424 | 100092 50009214 | 1000105 |
| ı | 5000 43 15000 42% 10000 44 Cen Ry Ga 2d in | Mo Pac 5s 1917 | 12000105 38000105 |
| ı | 10000 1 1 | 600098 | U S 3s epn |
| 1 | Cen Ry Ga en 5s | N Y Central 3148 | 46000 109 |
| ١ | 28000 9214 Cen Ry A J 58 1000 12216 | 8000s20, 110 N Y Cui & StL4s | 10000 1 1 7 |
| ì | 1000 1 2 2% | 7000 1 0 6 4 1000 1 0 6 4 5000 1 0 6 4 N Y Gas El Let H & P 4s | 10000 1 17 |
| 1 | 22000 100 | 5000 106% | 29000101 Wabash deb ser 500032 500033 200033 100033 |
| ١ | 22000 1 0 0 3000 1 0 0 14 Chi Bur & Q con 2000 1 1 0 14 Chi B & Q Neb 2000 1 1 1 14 Chi Mil & StPaul | N Y Gas Bi Let | 800032 |
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| ١ | Chi B & Q Neb | N Y Ont & W 48 | 2000 33 |
| 1 | Chi Mil & StPaul | 0000 10614 NYS&Wgm5s | 100033 |
| ١ | | Norfolk & West 4s | WestShore 4s re |
| ١ | 200016814 Chi Rk I & P 48 | 5000 9714 1000 9714 5000 9714 North Pacific 4 | |
| 1 | 1000 1 0 6 14 26 0 0 0 1 0 6 14 Cht StL & NO1st 1000s 2 0 1 2 5 | 5000 97% | Wh & L E ch |
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| | | 50000 104 | 12000 1 0 6 Wh & L E ca 1000 87 4000 87 3000 87 Wh & L E ex 5 |
| | 2000 97% | 10001034 | Wh & L E ex 5 |
| | 2000 & South 48 | Peo & Easternlat | 16000105 5000105 |
| | 2000821 | Pitt & West 48 ct | Wisconsin Cen |
| | Den & Rlo G 414s 3000 106 | 2000 10014 | 15000 88 |
| | Total sale of | bonds (par value | \$1,052,500. |

| | RAILROAD AND OTHER SHARES. | | | | |
|------------|--|-----------|---------|-------|-------|
| | BAILBOAD | High- | Low- | Clas- | Na |
| Sales | | est. | est. | ine. | Ch'es |
| 249 | Amcaro | 15 | 15 | 15 | |
| 310 100 | Am Cot Oll. | 33 | 33 | 33 | |
| | Am Lin Oll | 974 | 914 | 974 | - 16 |
| 100 | AmLinOllp | 52 | 52 | 52 | - % |
| 100 | Am Malt | 454 | 434 | 434 | + 14 |
| 1150 | | 3 676 | 361 | 3 636 | - 34 |
| | Am Smelt p | 204 | 1914 | 1 934 | - 14 |
| 19375 | | | 119% | 1204 | + 134 |
| 16865 | Am S& W. | 3634 | 3454 | 36% | +214 |
| 1510 | | 7 5% | 7 4 76 | 7516 | +116 |
| 2345 | Am Tin Pl | 29 | 2716 | 2814 | +114 |
| 260 | Am Tin Pl p Am Tob Co. | 79 934 | 79 | 9314 | +1 |
| 200 | | 4 434 | 4414 | 4414 | - 14 |
| 100 | AnnArborpf | 45 | 4.5 | 4.5 | +1 |
| 3185 | AT&SF | 28 | 2714 | 28 | + % |
| | AT&SFp | 7 0% | 70% | 70% | + % |
| 1635 | Balt & Ohio Br'k'nRapT | 5 514 | 7 1% | 7214 | + 114 |
| | Brunswick . | 7 | 7 | 7 | - 14 |
| | Buf R & P. | 73 | 73 | 73 | +3 |
| | Ches & Ohlo | 27 | 28% | 27 | + 16 |
| | Chi & N W. | | 162 | 164 | +2 |
| | Chi Bur & Q | | 70 | 1254 | + 36 |
| 100 | | 3 2% | 32% | 32% | + % |
| 500 | and the same of th | 2414 | 2314 | 2312 | - % |
| 500 | | 58 | 57 | 5716 | 76 |
| | Chi M&St P I | | 1124 | 113% | + 14 |
| | CCC&SIL | 5812 | 58 | 5814 | + 16 |
| | Cle Lor & W | 26 | 26 | 26 | -134 |
| 803 | Col Fuel& L | 3 5% | 34% | 35% | + 76 |
| | Col So 1st pl | 4 115 | 4 116 | 4 114 | - 15 |
| | Con Tobae | 2616 | 26 | 2614 | + 16 |
| | Con Tob pf. | 78% | 78 | 78 | + % |
| | Del Lac & W. | | 177 | 177 | • |
| | Den & RG. | 19 | 19 | 19 | |
| 850 | | 34% | 3 3 3 4 | 3436 | +11/2 |
| 2800 | Erie 2d pf Fed Steel | 35 | 33% | 35 | +136 |
| 700 | Fed Steel pf. | 67 | 66% | 67 | + 36 |
| 100 | Gas&EBCo | 77 | 77 | 77 | + 14 |
| | Gen Elec I | | 138 | 138 | + 34 |
| 100 | Glucose Great Nor pf | 51% | 51% | 5 134 | + 14 |
| | Hock Val | 34% | 34% | 34% | + 16 |
| 210 | | 6314 | 6314 | 6314 | |
| | Inter Power. | 28% | 28% | 28% | + 36 |
| 100 | Iowa Cent | 1836 | 1 876 | 1836 | -116 |
| | Iowa Cen pf Kan C So pf | 32 | 31 | 32 | +2 |
| | LE & West | 2716 | 2714 | 2714 | 1 |
| | Lou & Nash | 7114 | | 7116 | |
| 700 | Manhattan. | 9 1% | 91% | 91% | + % |
| 550 600 | Met St Ry 1 | | 153 | 153% | + % |
| | Mex Cent Min & St L | 1114 | 55 | 56 | + % |
| 200 | MK&Tp | 3014 | 3014 | 304 | - 34 |
| 1650 | Mo Pacific | 5 136 | 51 | 51% | + % |
| 500 | Nat Bis Co | 3 176 | 3 114 | 3 136 | + 12 |
| 1010 | Nat Steel Nat Steel pf. | 8516 | 84% | 27 | +2 |
| 575 | | 46% | 46 | 4 614 | + % |
| 637 | Man Water and | 0.014 | 0.017 | 0.01 | |

637 Nat Tube pf 9214 9214 9214 650 NJ Central 13434 134 13434

136 NY Central 129 2 129 4 129 4

33% 34 + 15 15% +

15 50%

10%

825 Nor & West. 34 300 Nor Am Co. 1514

2650 Nor Pacific. 51 350 Nor Pacific. 71 1500 Ont & West. 21

56 128% 1 1455 Penn R R.. 1284 128 2335 Peo Gas... 964 96 1214 12% + % 1314 --3314 33% + 70% +1

1725 South Pac. 3344 140 Sou Ry Co. 1136 100 Sou Ry Cop 5216 0216 1750 Tenn C & I. 70% 100 Texas Pac. 14 610 U Bag&P p 66% 11320 Union Pac. 59% 465 Union Pacp 7614 7814 + 530 US Leath .. 10% 590 U S Rub... 2014 2914 200 Wabash pf. 1814 1816 2976 132 Wis Cent p. 37 Total sales of stocks 144.356 shares. OUTSIDE SECURITIES-CLOSING QUOTATIONS. Bid. Asked

Amai Cop 87% 88% Ill Trans. Am WCo c 12% 13 Inter SP c 19 Am W Cpt 68% 70 Inter SP c 66 Am G bds. 106% 106% Nat Gram. 20 B&NYF 17% 19% Nat Salt c. 39 B&NYFbd 82 83 Nat Salt pf 65 14 Nat Su pf. 100 102% Bay S Q .. B Col Cop. 11% 11% NewEng T Cast I P c. 3% 4% NY El V T Cast I P pt 25 32 Otto Ele c. 3 % 7 Cast I P pf 25 32 Otts Ete c. 28 29 C& A subs 104 105 Otts Ete pf 86% 87% Com Air... 25% -- 0 bond Com Air... 25% -- 0 bond Com Air... 25% -- 0 bond Gostock C& An 35 93% 94% PG&ECof 0 bonds. 99% 101 4% ofOstock 27% Dis of Apr 18% 19% Rub Ga.. 27% 28 16 Rub Gpf.. 77 779 35 RBPs...100 105 Elec B pf .. 30 19 RBPpt. 92 50 SCL&HC118 Elec V pf. 40 Gen Car... 6 6% Union Cop 2% 25 Hav C Coc 8% 10 WorthP pt 108 112 2%

> BOSTON CLOSING QUOTATIONS. Bid. Asked. Bid. Asked.

| t | Boston L'd 4 | 8 | Arnold | 314 | 415 |
|---|-----------------|---------|-------------|--------|------|
| | E Bos L'd. 8 | 4 84 | Atlantio | 23 | 25 |
| ٠ | W End L. 1 | 4 1% | Baltie | 20 | 21 |
| ١ | Erie Tel 98 | 98 | Bingham. | 10% | 1.1 |
| | N Eng Tel 123 | 4 125 | Bonanza . | 75 | 100 |
| | Bos El L. 170 | **** | Bos & Mon | | 316 |
| | C S Y e 136 | *** | | 62 | 65 |
| | CSY pf 125 | *** | C & Heck. | | 755 |
| | Dom Coal. 4 1 | 4 42 | Centennial | 16% | 17% |
| 1 | Dom C pf . 110 | 111 | Cochiu | 7 % | |
| | Gen Ele pf 139 | 140 | Franklin | 13% | 1436 |
| | Mass Ele 23! | 4 24% | Isle Royal. | | 29% |
| | Mass El pf 78 | mercen. | Mass | 636 | 634 |
| | Merg'nt'ler 188 | *** | Merced | 5 | 7 |
| | U Shoe c | 29% | | 3 | 336 |
| | U Shoe pf. 24 | 24% | Mohawk | | |
| | West Elec. 46! | 5 | O C (eop't) | 3 | 334 |
| | West El pf 63! | 6 | Old Dom | 1716 | |
| | Bos & Alb | 249 | Osceola | 8 8 36 | |
| | Bos & Me 188 | 190 | Parrott | 41% | |
| | Boston El. 148 | 149 | Quincy 1 | | |
| 1 | Cen Mass. 14 | 1436 | Rhode Isi. | 2 | 3 |
| 1 | Cen M pf., 62 | ***** | Santa Pa. | 4% | 5 |
| ١ | Fitchb's c 90 | | Tamarack 2 | | 214 |
| 1 | Fitchb'g pf 139 | | Tri-Moun. | 814 | 9 |
| 1 | W End R. 935 | 6 94% | Utah Con. | | |
| ١ | B G 1st 5s 74 | - | Whi Knob | | 14 |
| | B G 2d 5s. 47 | W-1909 | Wolverine | | 4 1% |
| ١ | Agr Che c 243 | 4 25% | Wyandotte | 1 | 134 |
| ١ | Agr Che pf 75 | | Indo | - | 10 |
| ì | Adventure 23 | 4 | Planters | 1 6% | |
| - | Allouez 15 | 6 136 | Fruit 1 | | 125 |
| 1 | Arcadian. 19 | 20 | Rutland . | 8 | 10 |
| ı | PHILADELI | HIA CLO | SING QUOT | ATION | 8. |
| 1 | | | | | **** |

Bid. Asked. CambSteel 16% 16% Leh VRR 25% 26 0.0 & G e 29% 30 Marsden .. 40% Phila Trac 99% 100 9% 9% Un Trac., 36% E&PT 48101 1014 UG1Co.. 112 115

Am S Ref. 119% 120% Nat Steel. 25 27
Am Tob... 92% 93% N J Cen... 13 4 134%
An Steel H 18% 19% 0 & West. 20% 21
Am S & W 34% 36% Peo G & C 95% 96% Brook RT 54 554 Rock Isl. 106 1065 B&O...., 715 725 Read 1stpf 57 575 C, B&Q. 1245 1255 St Paul c. 1125 1135 Fed Steet. 3314 3414 Tex & Pac 14 Gen Elec. 137% 138 Tenn Cal 69% 70% lows: Gt Nor pf. 152% 152 Union Pag 58% 59%

Gt Nor pf. 152½ 152 Union Pag 08% 76 Rand T pf 31 30% Union P pf 76 76 September.
Lo & Nash 71 71½ US Rub.. 29% 29% October...
91% US Lex.. 10% 10% November. Man Con. 91 91% USLes... 10% 10% Mo Pac.... 50% 51% Government bonds firm. The 4s of 1925 closed to per cent, higher bid. Railway and other bonds irregular. The features were Chesapeake and Ohio general 4s, Erie consol 4s, Hocking Valley 4128, Kansas City Southern 38, Iron Mountain 5s. Reading general 4s, Union Pacific 4s, Atchison, Baltimore and Objo, Cen-

tral of Georgia, St. Louis Southwestern and Wabash issues. Wabash issues.

Commercial price of bar silver in New York, 61%. Bar silver in London closed at 285-16d. Mexican silver dollars were quoted at 48%. Mexican silver dollars were quoted at 48%c. Money on call, 14,201½ per cent. Time money is quoted at 24,243 per cent. for two months, 36,31½ per cent. for three months and 4 per cent. for five and six months on 30 per cent. industrials and 70 per cent. railroads. Commercial paper is quoted at 46,4½ per cent. for prime single names, bills receivable; other names, 4,465 per cent.

single names, bills receivable; other names, 41/465 per cent.

Sterling exchange was firmer in tone, with a slight recovery in short from the recent decline. Continental exchange was quiet and steady Posted rates for long bills, \$4.83; sight drafts, \$4.85; sight drafts, \$4.85; Actual rates are: Long bills, \$4.83; \$4.84; sight drafts, \$4.871/484.873, and cable transfers, \$4.8864.884; Francs were quoted 5.181/465.185; for long and 5.161/465.185; for long and 5.161/465.185; for long and 5.161/465.185; for short: reichsmarks, \$41/4694/5; for long and \$51/4695/5; for short: sidlers, \$40.1166/40/5; for long and 401/4640-5-16 for short.

Domestic exchange on New York: Boston, 5c. discount and par. Charleston—Buying, par; selling, 34c. premium. Savannah—Buying, 1-16c. premium. New Orleans—Bank, \$1 premium: commercial, 75c. discount. San Francisco—Sight, 5c. premium: telegraph, 75/5c. premium. St. Louis—50c. premium. Chicago—15c. discount. Cincinnati—Between banks, 10c. discount; over counter, 50c. premium. The Rubber Goods Manufacturing Company has dealered.

\$85,845 as compared with the same month of last year, and net \$884,374, a decrease of \$88,588. For the seven months ending July 31 the gross earnings were \$16,638,967, an increase of \$1,564.978 as compared with the corresponding period of last year and 'net \$6,162,320, an increase of \$167,105.

The St. Joseph and Grand Island Railroad reports gross earnings for July of \$100,466, a decrease of \$22,612 as compared with the same month of last year, and net \$35,233 a decrease of \$6,577. Fixed charges were \$7,750, leaving a surplus of \$26,483, a decrease of \$6,577.

The Kanawha and Michigan Railroad reports gross earnings for July of \$73,403, an increase of \$23,440 as compared with the same month of last year, and net \$14,325, an increase of \$7,729.

These securities, among others, were sold by auction to-day at the Real Estate Exchange: 10 shares Mercantile National Bank \$200 20 shares North American Trust Co. 201 1 share Clinton Hall Association 5114

Other assets 29,385...
Net available cash \$137,490,137 \$137,047,316

The Treasury Department to-day received bonds to the amount of \$82,400 to be exchanged for the new 2 per cent. bonds of 1930 under the Refunding act. The total amount of bonds received to date is \$330,224,700.

Money in London, 234 per cent. Rates of discount in open market for short and three months' bills, 314 per cent. Amount of bullion gone into the Bank of England on balance to-day, £78,0.0. Paris advices quote 2 per cents., 100 francs 7714 centimes. Exchange on London, 25 francs 1714 centimes.

COMMERCIAL.

WEDNESDAY, Aug. 29.-GRAIN-Wheat-Spot was more active and firm. Sales, 856.000 bush., mainly for export at the outports. No. 2 red, n elevator, 794c.; No. 1 Northern Duluth, 5c. over September; No. 1 hard, 71/c. over. Northwestern receipts were 293 cars, against 252 last week and 373 last year; Chicago, 978 cars, against 402 last week and 79 a year ago. Futures closed % to 1c. higher. Sales, 5,500,000 bush.

| Open- | High. | Low- | Clos- | Last |
|---|-----------------------------------|------------------|-----------------------------------|---------------------------|
| ing. | est. | est. | ing. | Night. |
| Sept 7934 % | 80% | 7914 | 80% | 7936 |
| Oct | 8074 | 8014 | 8076 | 7936 |
| Dec 81% | 8286 | 8116 | 824 | 8186 |
| March | 8434 | 84 | 8434 | 8344 |
| May 5334 | 8496 | 8334 | 8456 | 8396 |
| Feed. 43 @ 45c., c. l. f., c. l. I. Buffalo. Corn Sales, 830,000 bush., n the outports. No. 2 in 73 c. over September in over. Futures closed in 400,000 bush. Prices a | was monatriy for elevator Chicago | r export, 46 4c. | here No. 2 yellow igher. | and at white, 64c. Sales, |
| Open | High. | Low- | | |
| ing. | est. | est. | ing. | Night. |
| Sent | 4554 | 4456 | 4556 | 4514 |

This shows the grain movement: New York: Wheat. Corn. Oats. Rys. Barley. Receipts 11,100 149,175 144,200 975 Exports 31,973 243,573 10,000 Chicago:

Chicago: Reccipts...531,900 268,350 1,059,972 9,750 40 200 Shipm'ts. 201,524 174,456 458,373 650 20,423 Buffalo: Receipts .445,000 303,000 555,000 Shipm'ts 322,000 277,040 380,000

| The movement to-day wa | a se follows: | |
|---|--|--|
| The movement to-day wa | a as tollows: | |
| ` | Last | Las |
| To-day. | week. | year |
| Port receipts 4,871 | 1,435 | 11.08 |
| Augusta 435 new 820 | 80 new 159 | all new 1,57 |
| Memphis 12 new 23 | 1 new 11 | 24 new 61 |
| St. Louis | 4414 | |
| Houston all new 1 421 | all new 125 | 4 590 n. 4 663 |
| Augusta shipped to-day St. Louis 685 and Hous closed unchanged to 3 low unchanged to 2 points low the sales estimated at 100. | ton 1.508. wer. Future or with the t | New Orleans s here closed one easy and |

8.44 9 8.46

| Sales. Highest. Lowest. Closing. | January | 1,000 | 7.70 | 7.70 | 7.70 @ 7.75 | 7.70 @ 7.75 | 7.70 @ 7.75 | 7.70 @ 7.75 | 7.75 @ 7.85 | 7.70 | 7.75 @ 7.85 | 7.70 | 7.85 @ 7.85 | 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.90 | 7.85 @ 7.9

August 7.55 7.45
September 1,500 7.85 7.35 7.35 7.45
October 7.45 7.50
October 7.50 7.55 7.50 7.50 7.50
December 4.750 7.65 7.60 7.65 7.70

The Toledo and Ohio Central Railroad reports gross earnings for July of \$211,251, an increase of \$42,366 as compared with the same month of last year, and net \$59,391, an increase of \$1,458.

The receipts of the Government to-day were:
Customs, \$022,055; internal revenue, \$901,841.
and miscellaneous, \$23,412, a total of \$1,748,208.
The disbursements were \$475,000, an excess of receipts over expenditures of \$1,273,208. The receipts of the fiscal year to date have been \$95,909,683, and disbursements \$103,254,653, an excess of expenditures over receipts of \$7,344,970.
The official count of the cash in the Treasury to-day, not including the gold reserve of \$150,000,000 and \$734,071,679 in gold, silver and notes against which certificates are outstanding and compared with that of yesterday shows:

..4196 4196 4116 4196 4196 .4196 4196 4196 4116 4196

E L C of A 9% 9% Un Trac. 36% 37 E & PT 48101 1018 U G 100.112 115 CHICAGO CLOSING QUOTATIONS.

Bid. Asked.
Asked.
A Strawb. 30 31% L St E ctfs 83% 9% Canalafib — 70 M w Rep f 80 82 CityR way 250 260 N Carbe. 16% 17% Dia Match 123 124 N Carb pf. 78 81 LakeS'L' 9% 10% W Casi R 99 99% LATEST LONDON QUOTATIONS.
Anaconda. 9 Norfolk & W 34% Atchison. 28% Norfolk & W 77% Atchison pf. 71% Northern Pacific pf. 71% Northern Pacific pf. 71% Northern Pacific pf. 72% Baik & Ohto pf. 81% Ohto p

9.07 9.04 9.08 8.59 8.60 8.61 8.48 8.49

January.

138 + 34
1516 - 1516 -

and 44c. Tor 89 test. Refined was in moderate demand and firm. Chicago, Aug. 29.—These were to day's prices: High - Low-7416 16 7516 7416 7516 76 75 Corn: 4114 4014-40 41 3514-914 8996 8916 2154 2154 2154 2156 2254 22 Aug . Sept. Oct . Lard: 6.70 6.65 6.65 6.75 6.6712 6.70 Ribs: 6.9714 7.0214 6.9714 7.00 Pork: Sept. OTHER MARKETS.

11.00 11.00 10.90 10.90 10.95 11.05 11.0714 10.9714 11.00 11.0714 Open- High- Low- Clos- Last Live Stock Market.

Receipts of beeves were 2.467 head, including 94 cars for slaughterers and 34 for the market, making, with the stale cattle, 36 cars on sale. Steers were in ligh supply and steady to 10c, higher; good bulls and fat cows opened higher; common do, steady; all kinds of rough stuff closed dull and light bulls weak. The yards were not quite cleared. Inferior to choice native steers sold at \$4.10(\$\delta\$5.90 per 100 lbs.; oxen and stags at \$2(\$\delta\$4.20; bulls at \$2.25(\$\delta\$3.35); cows at \$1.40(\$\delta\$5.90 per 100 lbs.; oxen and stags at \$4(\$\delta\$6.24). Bulls at \$2.25(\$\delta\$3.35); cows at \$1.40(\$\delta\$5.40]. Bulls at \$2.25(\$\delta\$3.35); cows at \$1.40(\$\delta\$5.40]. Per 10c lbs.; oxen and stags at \$1.22.5c., per 1b., dressed weight; range cattle at 101; \$(11)\$, c.; refrigerator beef at \$9(\delta\$9)\$; c. per 1b. Exports to-day, \$3.700 quarters of beef; to-morrow, 216 beeves and 85 sheep.

Heccipts of caives were 2.971 head, including 92 for butchers and 2.879 for the market, making, with the stale caives, \$3.019 on sale. Veals were in good demand and top grades a trifle firm; grassers and buttermilks slow and easier; and a number of the latter were beld over. Common to choice veals sold at \$3.48.25 per 100 lbs.; tops at \$3.50; grassers and buttermilks at \$2.20(\$\delta\$5.00), but mainly at \$2.75(\$\delta\$5.35); vearlings at \$2.50. City dressed veals firm at \$9(\$\delta\$12]\$; c. per lb.

Receipts of sheep and lambs were 9.071 head, including \$5\delta\$ at \$2.50 \delta\$5.60. Divessed veals firm at \$9(\$\delta\$12]\$; c. per lb.

Receipts of sheep and lambs were \$9.071 head, including \$5\delta\$ at \$2.50 \delta\$5.60. Divessed weals firm at \$9(\$\delta\$12]\$; c. per lb.

Receipts of sheep and lambs were \$0.71 head, including \$5\delta\$ at \$2.50 \delta\$5.60. Divessed weals firm \$4.725\$; culls at \$3.50 \delta\$5.60. Dressed mutton, \$8.7c\$, per lb., and good wethers, \$8c\$; dressed lambs firm \$4.725\$; culls at \$2.7c\$, ber \$1.50 \delta\$5.95 per 100 lbs.; culls at \$2.7c\$, culls at \$2.7c\$, culls at \$2.7c\$, culls at \$2.7c\$, culls

7 % 11c.

Receipts of hogs were 6,703 head, including about 4 cars for sale. Firm at \$5.75 % \$5.95 per 100 lbs.; choice light hogs and pigs, \$6@ \$6.20.

Court Calendars This Day. Appellate Division Supreme Court Recess.
Supreme Court Special Term Part I. Motion
calendar called at 10.30 A. M. Part II. Ex-parte
matters. matters.
Surrogate's Court - Chambers - For probate - Wills
of Thomas Kerlon, Mary Stanton, Reece M. Ober-leufer, Henry Papeuberg, at 10:30 A. M.
City Court - Special Term - Court opens at 10 A. M.

Builder Frank Schlegel a Bankrupt. Frank Schlegel, a builder of 205 Schaeffer street, filed a petition in voluntary bankruptcy yesterday in the United States Court in Brook-lyn. The liabilities are \$133,796.57 and the assets \$143. Of the forty-six creditors twenty-eight are secured for \$123,792.88.

Supposed Burglar Caught on a Roof. The sounding of a burglar alarm in the uno cupied house at 355 Amity street, Brooklyn, yesterday morning brought a posse of American District Telegraph officers to the place on a run. A man, who said he was William Kelly of Manhattan was found on the roof and arrested. He was held for burglary.

Post Office Motice.

POST OFFICE NOTICE.

(Should be read DAILY by all interested, as changes may occur at any time.)

Foreign mails for the week ending Sept 1, 1900, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS POST MAILS close one hour earlier than closing time shown below. Parcels Post Mails for Germany close at 5 P. M. Wednesday and Friday.

TRANSATIANTIC MAILS

TRANSATIANTIC MAILS.

THURSDAY.—At 6:30 A. M. for EUROPE, per steamship Kaiser Friedrich, via Plymouth and Hamburg (mail for France, Switzerland, Italy Spain, Portugal, Turkey, Egypt, British India and Lorenzo Marques, via Cherbourg, must be directed "per steamship Kaiser Friedrich"); at 6:30 A. M. for FRANCE, SWITZERLAND, ITALY, SPAIN, PORTUGAL, TURKEY, EGYPT, BRITISH INDIA and LORENZO MARQUES, per steamship L'Aquitaine, via Havre (mail for other parts of Europe must be directed "per steamship L'Aquitaine").

PRIDAY—At 11 A. M. for NORWAY direct, per steamship Norge (mail must be directed "per steamship L'Aquitaine").

SATURDAY.—At 6 A. M. for EUROPE, per steamship horge (mail must be directed "per steamship Umbria, via Queenstown (mail for Germany must be directed "per steamship Umbria"); at 6:30 A. M. for GERMANY, per steamship Aller, via Cherbourg, Southampton and Bremen (mail for other parts of Europe must be directed "per steamship Aller"); at 5 A. M. for NETHER LANDS, per steamship Rotterdam (mail must be directed "per steamship Ems (mail must be directed "per steamship Ems (mail must be directed "per steamship Ems (mail must be directed "per steamship Furnessia (mail must be directed "per steamship Furnessia"); at 12 M., for DENMARK direct per steamship Norge (mail must be directed "per steamship Furnessia"); at 12 M., for DENMARK direct per steamship Norge (mail must be directed "per steamship Furnessia"); at 12 M., for DENMARK direct per steamship Norge (mail must be directed "per steamship Norge").

Norge").

*PRINTED MATTER, ETC.—This steamer takes Printed Matter, Commercial Papers, and Samples for Germany only. The same class of mail matter for other parts of Europe will not be sent by this ship unless specially directed by her.

After the closing of the Supplementary Transtlantic Mails named above, additional supplementary mails are opened on the piers of the American, English. French and German steamers, and remain open until within Ten Minutes of the hour of sailing of steamer.

MAILS FOR SOUTH AND CENTRAL AMERICA. WEST INDIES, ETC. MAILS FOR SOUTH AND CENTRAL AMERICA. WEST INDIES, ETC.

THURSDAY.—At 8 A. M. for BERMUDA, per steamship Pretoria; at 11 A. M. for DENMARK direct, per steamship Norge mail must be directed "per steamship Norge"; at 1 P. M. for YUCATAN, CAMPECHE, "TABASCO and CHI-APAS, per steamship Yucatan, via Havana and Progreso mail for other parts of Mexico and for Cuba must be directed "per steamship Yucatan" at 1 P. M. (supplementary 1:30 P. M.) for NAS; SAU, GUANTANAMO and SANTIAGO, per-steamship Niazara; at 9 P. M. for JAMAICA, per steamship Niazara; at 9 P. M. for JAMAICA, per steamship Maizara; at 1 P. M. for YUCA TAN, via Progreso, per steamship Daggry.

SATURDAY.—At 10 A. M. for NEWFOUNDLAND per steamship Assyrian, from Philadelphia; at 10 A. M. (supplementary 10:30 A. M.) for FORTUNE ISLAND, JAMAICA, SAVANILLA, CARTHAGENA and GREYTOWN, per steamship Alleghany (mail for Costa Rica must be directed "per steamship Alleghany"); at 10 A. M. for PORTO RICO, per steamship Oranje Nassau, via Port au Prince (mail for Costa Rica must be directed "per steamship Oranje Nassau, via Port au Prince (mail for Custaco, Venezuela, Trinicad, British and Dutch Gulana must be directed "per steamship Oranje Nassau"); at 11 A. M. for CUBA, per steamship Havana, via Havana.

A. M. for CUBA, per steamship Havana, via Havana.

Malls for Newfoundland, by rail to North Sydney, and thence by steamer, close at this office daily at 8:30 P. M. (connecting close here every Monday, Wednesday and Saturday.) Malls for Miquelon, by rail to Boston, and thence by steamer, close at this office daily at 8:30 P. M. Malls for Cuba, by rail to Port Tampa, Fla., and thence by steamer, close at this office daily except Monday) at \$7. A. M. (the connecting closes are on Sunday, Wednesday and Friday). Mails for Mexico City, overland, unless specially addressed for despatch by steamer, close at this office daily at 2:30 A. M. and 2:30 P. M. Mails for Costa Rica, by rail to Mobile, and for Belize, Puerto Cortez and Guatemala, by rail to New Orleans, and thence by steamer, close at this office daily at 3 P. M. (connecting closes here Tuesdays for Costa Rica and Mondays for Belize, Puerto Cortez and Guatemala.). Registered mail closes at 6 P. M. previous day.

TRANSPACIFIC MAILS.

Mails for Hawaii, Japan, China and Philippine Islands, via San Francisco, close here daily at 6.30 P. M. up to September [1st], inclusive, for despatch per steamship China. Mails for Australia (except West Australia), New Zealand, Hawaii, Fiji and Samoan Islands, via San Francisco, close here daily at 6.30 P. M. after August [19th and up to September [1st], inclusive, or on day of arrival of steamship Campania, due at New York September [1st], for despatch per steamship Sierra. Mails for China and Japan, via Vancouver, close here daily at 6.30 P. M. up to September [4th, inclusive, for despatch per steamship Empress of China (registered mail must be directed "via Vancouver"). Mails for Hawaii, China, Japan and Philippine Islands, via San Francisco, close here daily at 6.30 P. M. up to September [10th, inclusive, for despatch per steamship Dorie, Mails for Hawaii, via San Francisco, close here daily at 6.30 P. M. up to September [10th, inclusive, for despatch per steamship Dorie, Mails for Australia (except West Australia, which go via San Francisco), and Fiji Islands, via Vancouver, close here daily at 6.30 P. M. up to September [10th, inclusive, for despatch per steamship Australia. Walls for Australia (except West Australia, which go via San Francisco), and Fiji Islands, via Vancouver, close here daily at 6.30 P. M. up to September [10th, inclusive, for despatch per steamship Warrimoo (supplementary mails, via Seattle, close at 6.30 P. M. September [10th]. Transpacific mails are forwarded to port of sailing daily, and the schedule of closing is arranged on the presumption of their uninterrupted overland transit fregistered mail closes at 6 P. M. previous day. CORNELIUS VAN COTT, Postmaster. Post Office, New York, N. Y., August 24, 1900. TRANSPACIFIC MAILS.

Financial.

TO THE HOLDERS OF Pittsburgh, Painesville & Fairport R. R. FIRST MTGE. TERMINAL BONDS.

DUE 1016. Default has been made in the payment of coupon due July 1st, 1200. For the mutual protection of the interests of all the holders of the above-named bonds, the undersigned, acting as a committee, and repreby depositing your bonds with THE MERCANTILE TRUST CO., No. 120 Broadway, on or before the 18TH DAY OF SEPTEMBER, 1900. Negotia. ble ceruncates will be issued to depositors. Copies of the Bondholders' Agreement can be ob-

tained at the office of the Trust Company or of either one of the Bondholders' Committee. CYRUS J. LAWRENCE,

F. J. LISMAN. JAMES H. OLIPHANT, ALVIN W. KRECH, SIDELL TILGHMAN.

New York, Angust 15, 1900. Oldest Strongest Best

ITLE GUARANTEE AND TRUST COMPANY.

EXAMINES AND GUARANTEES

Titles to Real Estate

CAPITAL AND SURPLUS - \$5,000,000 146 Broadway, New York. 175 Remsen St., Brooklyn.

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ENNIS & STOPPAN

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LISTS OF DESIRABLE STOCKANDBOND INVESTMENTS.

Sent Upon Application Solleit orders purchase or sale, cash or margi STOCKS, WHEAT, COTTON, A daily market letter, giving outline of markets, quotations, free; also monthly table with prices, July.

BRANCH OFFICE: ASTOR COURT, 20 W. 34TH ST. N. W. HARRIS & CO., BANKERS.

31 NASSAU ST., NEW YORK. Issue Travelers' Deal in Bonds of Rail. Letters of Credit Companies. Govern-AVAILABLE IN ALL ment and Municipal Bonds Bought and

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SPECIAL DEPARTMENT FOR LADIES AT
MAIN OFFICES, 32 & 34 BROADWAY.
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CHICAGO. INDIANAPOLIS AND LOUISVILLE RAILWAY COMPANY.

No. 80 Broadway. New York, August 24th, 1900.

A semi-annual dividend of Two Per Cent on the Preferred Stock of this Company has been declared out of the surplus net earnings of the Company, payable October 15th, 1900, at the office of J. P. Morgan & Co. 123 Wall St., New York to stock holders of record at the close of business October 18t, 1900.

The transfer books of the Preferred Stock will be closed from October 1st, 1900, at a o'clock P. M., usual October 16th, 1900, at a o'clock P. M., usual October 16th, 1900, a o'clock A. M.

J. A. HILTON, Secretary.

THE DELAWARE AND HUDSON COMPANY.

New York, Aug. 29, 1990. — A quarteriy dividend of ONE AND ONE QUARTER (14) PER CENT on the capital stock of this Company will be paid at the office of the Company, 21 Cortlandt Street in this city, on and after Saturday, Sept. 15, 1900. The transfer books will be closed from the close of business to day until the morning of Monday, Sept. 17, 1900.

By order of the Board of Managers.

CHARLES A. WALKER. Treasurer. Hagerman Block. T. A. Thorne.

CHARLES A. WALKER. Treasurer

AMERICAN HIDE AND LEATHER CO.
Coupons No. 2, due September 1, 1900 from First
Mortrage Bonds of the AMERICAN HIDE AND
LEATHER COMPANY will be paid on and after
that date by COLONIAL TRUST COMPANY, 222
Broadway, New York.

C. W. TIDD, Treasurer

Minneapolis & St. Louis R.R. Co Coupons due Sept. 1st. 1900, from First and Befund-ing Mortgage 4 per cent. Bonds of this Company, will be paid on and after that date upon presentation at the office of the Central Trust Company, No. 54 Wall Street, New York City.

P. H. DAVIS, Treasurer.